

Draft Proposed Barrington Subdivision Regulations Spreadsheet
Attachment 1

TABLE 2 - INTERSECTION DESIGN STANDARDS			
Description	Terrain Classification		
	Level	Rolling	Hilly
Approach Speed (mph)	25	25	20
Clear Site Distance (2)			
Approach (feet)	200	150	150
At Intersection	IAW SSD for intersection road but not less than 200 feet		
Vertical Alignment			
Maximum Grade	2%	2%	2%
Distance (feet)	100	100	100
Minimum Angle of Intersection	90 degrees +/-10 degrees		
Minimum Curb Radius (feet)			
Private/Minor Access	25	25	25
Major Access	30	30	30
Collector	35	35	35
Arterial	40	40	40
Minimum Centerline Offset from Adjacent Intersection (1)			
Private/Minor Access	125	125	125
Major Access	150	150	150
Collector	150	150	150
Minimum Tangent Length Approaching Intersection (feet)	50	50	50

(1) Residential driveways will be considered as minor access roads and commercial driveways as collector roads.

(2) Grade may exceed 2% for intersections with State roads when specified by NHDOT.

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Distance (feet)	100	100	100
Minimum Angle of Intersection	90 degrees +/-10 degrees		
Minimum Curb Radius (feet)			
Private/Minor Access	25	25	25
Major Access	30	30	30
Collector	35	35	35
Arterial	40	40	40
Minimum Centerline Offset from Adjacent Intersection (3)			
Private/Minor Access	125	125	125
Major Access	150	150	150
Collector	150	150	150
Minimum Tangent Length Approaching Intersection (feet)	50	50	50

(1) All site distances shall be computed for both vertical and horizontal curves.

(2) Grade may exceed 2% for intersections with State roads when specified by NHDOT.

(3) Residential driveways will be considered as minor access roads and commercial driveways as collector roads.

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Article	Current	Proposed	Explanation
4.3(1)	"Pursuant to RSA 676:4, I(b), a completed application sufficient to invoke jurisdiction of the Board shall be filed with the Board's designee at the Town Offices by the Wednesday before the third Thursday of the month, which is also a minimum of 15 days prior to the public meeting of the Board, at which the complete application is to be submitted formally. Determination of completeness is more fully covered in Section 5.2."	"Pursuant to RSA 676:4, I(b), <u>the formal application must be delivered at least twenty-one (21) days prior to the Planning Board meeting at which the Application is considered for acceptance</u> . Determination of completeness is more fully covered in Section 5.2."	This proposed change updates the regulation to be consistent with the current RSA 674:4, I(b) and makes the wording consistent with Site Plan Review Regulations.
5.3.1(2)	"Proposed subdivision name. Name and address of person(s) or firm preparing the plan. Said plan must contain the date of preparation, title, north arrow, scale, legend and zoning district(s)."	"Proposed subdivision name. Name and address of person(s) or firm preparing the plan. Said plan must contain the date of preparation, title, north arrow, scale, legend and zoning district(s). <u>A legend shall be placed on the first sheet of the plans. The legend shall show and describe each symbol used on the plan. A legend with applicable symbols shall also be placed on the sheet, or the first sheet of a subset, addressing specific systems/aspects of the plans (such as utilities, drainage, landscaping, lighting, etc.).</u> "	Modified to clarify use of legends consistent with forthcoming change to Site Plan Review Regulations. That change is being made to address requirements that were deemed onerous for which the Planning Board has recently been approving waivers to provide relief to applicants.
6.4.2	"When consideration of an application is continued and new information is required, the Board shall specify the deadline for filing this new information. In no case shall it be less than 15 days prior to the meeting. The deadline shall be stated in the motion to continue."	"When consideration of an application is continued and new information is required, the Board shall specify the deadline for filing this new information. In no case shall it be less than 15 days prior to the meeting. <u>Revised materials shall be filed no less than 7 days prior to the meeting.</u> The deadline shall be stated in the motion to continue."	This proposed change addresses a frequent problem with applicants submitting revised materials for consideration within a day or two of a meeting, which does not afford time for the Planning and Land Use Office to distribute the materials to Board members or provide adequate time for the Board to review the revised materials.

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Article	Current	Proposed	Explanation
8.2.1	"The Board may grant conditional approval of a subdivision application, but the plan will not be signed or recorded until all of the conditions have been met. Conditions of this nature must be fulfilled before the Planning Board may give final approval to an application. Approval will become final only upon further public hearing, upon certification to the Board by its designee, ..."	The Board may grant conditional approval of a subdivision application, but the plan will not be signed or recorded until all of the conditions have been met. Conditions of this nature must be fulfilled before the Planning Board may give final approval to an application. Approval will become final only upon further public hearing, <u>except as delineated in 8.2.2 below</u> , upon certification to the Board by its designee, ...	This proposed change/clarification directs reader to exception to public hearing requirement in following subarticle.
8.2.3	"Unless otherwise specified within the approval, the applicant shall have six months to comply with the conditions of the approval and have the plan signed by the Board. If the conditions are not met within six months, the conditional approval shall lapse, unless a mutually agreeable extension has been granted by the Board."	"Unless otherwise specified within the approval, the applicant shall have <u>twelve</u> months to comply with the conditions of the approval and have the plan signed by the Board. If the conditions are not met within <u>twelve</u> months, the conditional approval shall lapse, unless a mutually agreeable extension has been granted by the Board."	This proposed change was suggested by the Town Planner based on the observed increase in times for applicants to obtain State and other approvals due to changes in State agencies/processes and the pandemic.
8.2.5	New subarticle	<u>"Revocation of Approval</u> <u>If an approval is revoked per RSA 676:4-a,</u> <u>which includes failure of the applicant to</u> <u>perform work in accordance with the</u> <u>conditions of approval or within the time</u> <u>limits stipulated in the approval, the</u> <u>revocation process in RSA 676:4-a shall be</u> <u>followed."</u>	RSA stipulates the conditions and process for revoking approvals. This includes expiration of plans per approval (which have to be formally revoked per this RSA). These State requirements are not currently referenced or delineated in Barrington Planning Board regulations.

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Article	Current	Proposed	Explanation
8.6	"In accordance with RSA 674:39, active and substantial development shall mean the expenditure of at least twenty-five percent (25%) of the infrastructure costs required for a development proposal, as indicated by a subdivision approved by the Planning Board, within twelve (12) months of said approval, where the approved plans have been properly recorded at the Registry of Deeds. Infrastructure shall mean in this instance, the construction of roads, storm drains, water and sewer facilities, or parking lots. Compliance..."	"In accordance with RSA 674:39, active and substantial development shall mean the expenditure of at least twenty-five percent (25%) of the infrastructure costs required for a development proposal, as indicated by a subdivision approved by the Planning Board, within <i>twenty four (24)</i> months of said approval, where the approved plans have been properly recorded at the Registry of Deeds. Infrastructure shall mean in this instance, the construction of roads, storm drains, water and sewer facilities, or parking lots. Compliance..."	This proposed change updates the regulation to be consistent with the current RSA 674:39.
8.8	"Proper and complete survey monumentation shall be installed on the properties as a condition to final approval of the application. Granite bounds shall be set at the intersection of existing or proposed lot sidelines with existing or proposed streets. iron pins...."	"Proper and complete survey monumentation shall be installed on the properties as a condition to final approval of the application. Granite bounds shall be set at the intersection of existing or proposed lot sidelines with existing or proposed streets. <i>Other methods can be proposed as an alternative to granite bounds in cases where site conditions make their use unfeasible (e.g., a granite wall exists at the boundary location).</i> Iron pins...."	This proposed change addresses a situation where site conditions commonly prohibit the installation of granite bounds but the regulations make no allowance for such conditions so a waiver is required.

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Article	Current	Proposed	Explanation
8.9	"Where no active and substantial work has commenced upon a site, plans that are approved and signed by the Board shall expire one year from the date the plan is signed. An extension, not to exceed one year, may be granted by majority vote of the Board so long as it is applied for at least thirty days prior to the expiration date. The Board may grant only one such extension for any proposed subdivision. All other plans must be submitted to the Board for review to insure compliance with these and all other town ordinances and regulations."	"Where no active and substantial work has commenced upon a site, plans that are approved and signed by the Board shall expire <u>two years</u> from the date the plan is signed. An extension, not to exceed one year, may be granted by majority vote of the Board so long as it is applied for at least thirty days prior to the expiration date. The Board may grant only one such extensions for any proposed subdivision. <u>Expired</u> plans must be submitted to the Board for review to insure compliance with these and all other town ordinances and regulations <u>via the normal application process</u> ."	This updates the regulation to be consistent with the current RSA 674:39. This change also clarifies the review process for expired plan approval.
12.3.1(3)	"Common driveways may be utilized; however, no more than four (4) houses may share a common drive. If three (3) or more houses are served by a common driveway such driveway shall have a street name approved by the Town. To the maximum extent possible, the shared portion of the drive shall follow the shared lot lines."	"Common driveways may be utilized; however, no more than <u>three (3) lots</u> may share a common drive. If <u>three (3) lots</u> are served by a common driveway such driveway shall have a street name approved by the Town. To the maximum extent possible, the shared portion of the drive shall follow the shared lot lines."	The Planning Board has dealt with multiple cases where a developer has built a "driveway" that provides access to four or more lots but only develops three of the lots and therefore the road is not built to Town standards because there aren't four <u>houses</u> on the driveway. Subsequently someone buys one of the undeveloped lots, discovers the requirement for a four house road be built to Town standards, and comes before the Board seeking relief. The current regulation is also inconsistent with 12.4(1) that requires roads servicing four or more lots be built to Town standards. This proposed change (along with the change to 12.3.1(4)) eliminates any ambiguity and closes the four house loophole.

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Article	Current	Proposed	Explanation
12.3.1(4)	"Where a common driveway serves four (4) houses the roadway shall be built to town specifications, except that the Planning Board may consider a minor reduction in width requirements. Where four (4) lots are served by a common driveway, two (2) of the lots must be located on a public road and meet the frontage requirements in the district. All lots must access directly onto the shared driveway and no curb cuts shall be permitted for the frontage lots to an existing public roadway."	"Where a common drive serves four (4) or more <u>lots</u> , the roadway shall be built to Town specifications <u>for a private road</u> , except that the Planning Board may consider a minor reduction in width requirements. "	See explanation for 12.3.1(3). This also clarifies what specification is being referenced.
12.3.1(5)	New subarticle	<u>"Driveways longer than 1000 feet shall normally have a turnout every 500 feet to facilitate vehicle movement during an emergency response. The Planning Board may approve a different number and locations for turnouts that result from this requirement if recommended by the Fire Chief."</u>	This proposed requirement was requested by the Fire Chief based on equipment limitations, operations, and experience.

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Article	Current	Proposed	Explanation
12.3.2(7)	"A culvert, with minimum dimensions of 15 inches in diameter and 30 feet in length, shall be required under driveways in the right-of-way of the connecting public street. Under certain circumstances, the Road Agent may determine that a larger culvert is required to address specific site conditions."	"A culvert, with minimum dimensions of fifteen (15) inches in <u>diameter shall</u> be required under driveways in the right-of-way of the connecting public street. Under certain circumstances, the Road Agent may determine that a larger culvert is required <u>or permit use of a culvert twelve (12) inches in diameter to address specific site conditions. Normally a minimum of 12 inches of cover over the culvert is required subject to modification by the Road Agent. The culvert shall extend eight (8) feet out from the edge of the pavement or the beginning of the slope from the driving surface for unpaved drives. Culverts internal to a subdivision shall be sized appropriately per an engineered plan with a minimum diameter of twelve (12) inches.</u> "	This proposed change provides clarification that culverts may vary in size and length, and are not limited to increases in diameter, based on site conditions as determined by the Road Agent. This clarification also precludes the need for a waiver if culverts of other dimensions are utilized. This proposed revision was discussed with the Road Agent and incorporates his recommendations.
12.7, Table 2	Please see Attachment 1. Table 2 specifies "Maximum Grade" to be 2% at the intersection with an existing road.	Please see Attachment 1. Added footnote to table allowing grade > 2% for intersections with State roads and renumbered footnotes.	The Planning Board has had to approve waivers for a 4% value when new roads intersect State roads as NHDOT required 4% grade. NHDOT may specify other grades so this allows for the applicant to follow NHDOT specifications without a waiver.

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Article	Current	Proposed	Explanation
12.8.1(3)	"The base course shall consist of twelve (12) inches of gravel, NHDOT Item 304.2, and six (6) inches of crushed gravel, NHDOT Item 304.3. Testing of the materials' gradation (AASHTO T27 and T11) and proctor (AASHTO T99) shall be done at the applicant's expense (See Table 3). These are minimum standards. The amount of base course materials shall be increased in areas of poor soils and for roads carrying commercial/industrial traffic."	<u>"For Table 3 below, the base course shall consist of twelve (12) inches of crushed stone base (very course), NHDOT Item 304.5, and six (6) inches of crushed stone base (fine), NHDOT Item 304.4, of Table 304-1. Testing of the materials' gradation (AASHTO T27 and T11) and proctor (AASHTO T99) shall be done at the applicant's expense per Division 300, Section 304 Subsection 3.7.</u> These are minimum standards. The amount of base course materials shall be increased in areas of poor soils and for roads carrying commercial/industrial traffic."	This proposed change incorporates verbiage consistent with changes to Table 3 requested by the Road Agent and adds reference to an applicable State standard.
12.8.1(3) Table 3	Please see Attachment 2.	Please see Attachment 2.	The changes to Table 3 were requested by the Road Agent based on availability/use of materials consistent with current road construction best practices that will improve durability and reduce maintenance of future roads. Footnotes updated to provide clarification and update references.
12.8.1(4)	"Compaction is required for both the subbase and base materials. It shall be performed by using vibrating rollers and water in lifts of no greater than twelve (12) inches. Compaction shall be performed until the required density is achieved. Density shall be determined by AASHTO T238 method and shall not be less than 95 percent of the maximum density determined in accordance with AASHTO T99."	"Compaction is required for both the subbase and base materials. It shall be performed by using vibrating rollers and water in lifts of no greater than twelve (12) inches. Compaction shall be performed until the required density is achieved. Density shall be determined <u>per Division 300, Section 304, of the State of New Hampshire, Department of Transportation, Specifications for Road and Bridge Construction, 2016 or latest edition.</u> "	This proposed change updates the reference to State standards.

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Article	Current	Proposed	Explanation
12.8.2(1)	"A 2-inch lift of pavement meeting New Hampshire Standard Specifications for Road and Bridge Construction, Division 400, Section 401, Table 2, Type B, shall be installed and;"	"A <u>2.5</u> inch lift of pavement meeting New Hampshire Standard Specifications for Road and Bridge Construction, <u>2016 or latest edition, Division 400, Section 401, shall be installed.</u> "	This proposed change was requested by the Road Agent to improve the durability and reduce maintenance of future roads based on current best practices. This changes also updates the reference.
12.8.2(2)	"A 1-inch lift of pavement meeting New Hampshire Standard Specifications for Road and Bridge Construction, Division 400, Section 401, Table 2, Type E, shall be installed."	"A <u>1.5</u> inch lift of pavement meeting New Hampshire Standard Specifications for Road and Bridge Construction, <u>2016 or latest edition, Division 400, Section 401, Table 2, Type E,</u> shall be installed."	This proposed change was requested by the Road Agent to improve the durability and reduce maintenance of future roads based on current best practices. This changes also updates the reference.
12.8.2(3) Table 34	Please see Attachment 3.	Please see Attachment 3.	This proposed change adds temperature values for the new pavement thickness of 2.5". It also corrects an error in the formula in the footnote for converting degrees Fahrenheit to degrees Celsius.
12.8.3	"Shoulders shall be installed on both sides of the street and shall consist of modified crushed gravel, NHDOT Item 304.33. When curbs are installed, this section shall not apply."	"Shoulders shall be installed on both sides of the street and shall consist of modified crushed <u>aggregate</u> , NHDOT Item 304.33. When curbs are installed, this section shall not apply."	This proposed change was requested by the Road Agent based on current material availability and best practices.
12.8.10(2)(c)	" Subbase gravel Subbase gravel is installed and compacted."	" <u>Subbase crushed stone</u> <u>Subbase crushed stone base material</u> is installed and compacted."	This proposed change was requested by the Road Agent based on current material availability and best practices; consistent with proposed changes to Table 3.
12.8.10(2)(d)	" Crushed gravel Crushed gravel is installed and compacted"	" <u>Crushed stone base</u> <u>Crushed stone base material</u> is installed and compacted."	This proposed change was requested by the Road Agent based on current material availability and best practices; consistent with proposed changes to Table 3.
Appendix 1	BARRINGTON ROADWAY CLASSIFICATION & MILEAGE	BARRINGTON ROADWAY CLASSIFICATION & MILEAGE	Listing updated using information provided by Road Agent staff.
Various articles	Three different fonts used over time during revisions.	Regulation reformatted in Times New Roman.	Font selected by the Planning and Land Use Office.
Various articles	Numerous misspellings, missing punctuation, redundant words, and other grammatical/editorial errors.	Errors identified were corrected.	Corrected errors to improve readability of document.